THE WRECKED

Graphic Pen Pictures from the Herald's Special Correspondent.

MANNING THE LIFE LINE

All the Passengers, Officers and Crew Saved.

MORE WELSH HEROISM.

INT CARLE TO THE BERALD. 1

LONDON, May 11, 1877. The Williams & Gulon steamer Dakota, which sailed from Liverpool on Wednesday morning for New York, ran upon the East Mouse Rock, a point on the mainland inside of the Island of Anglesey, on the north coast of Wales, at half-past ten P. M. of the same day, and has since proved a The night was very dark and a heavy storm of thunder and lightning was raging at the time. This is the storm which was announced in the London papers, as a HERALD warning, several days ago. As soon as the Dakota struck distress rockets were fired. Captain Hannan, of the Almwick coast guard, saw the rockets and fired the signal gun of his station. The whole of his crew responded within eleven minutes. The life saving apparatus was quickly got out and transported over the most rugged and intricate paths in the hills, until the company reached the summit of a desolate rock. From this a line rocket was discharged which passed over the Dakota. The line was secured on the vessel, and the large hawser was drawn on board and secured between the fore and main-

A SCENE OF DISTRESS. On board the steamer the utmost silence reigned. Nothing could be heard on the shore except the word of command from the officers directing the proper securing of the life line. ently a boat was launched from the ship. the frenzied shrieks of women and children were heard. The passengers were banded down, one by one, from of the steamer to the boats. Coming toward the shore, the current setting around the projecting headland was found to be very strong. The position of the sufferers in the boat, consisting principally of half dressed women and children, was full of peril. The boat was borne on the breast of a huge billow and dashed violently against a rock. The screams of the women, as the boat struck, was awful to hear All supposed that the boat's party were lost. But the little craft drifted back from the shore a few coments until it was finally flung high and dry, from the crest of a wave, on the top of a high, broad and solitary cliff.

THE LIFE BUOY.

Meanwhile the wrecking party on shore had been working with that wild energy inspired by the desire to save endangered human life. The "breeches buoy" had been attached to the line and sent out to the ship's side. A score or more of strong hands on the shore now held the hawser while the women on the ship were lowered over the vessel's side and secured in the buoy. A mo ment later and the frail buoy and its precious cargo seen suspended in the air, seemingly over sharp crags; then like a shot it dashed into and through dangerous breakers, as the men holding the towing line ran back from the shore. Finally the buoy was towed to the slippery rocks. The livsafety by the strong armed wreckers.

MORE WELSH HEROISM.

Other boats put off from the steamer after the "breeches buoy" had made several trips. They were filled with members of the crew and the male passengers. They landed on the rocks, from which the Welshmen risked their own lives in securing them. The rescued passengers were sent at once to hostelries in Amiwich, where they were cared for in the kindest possible manner. By twenty minutes past three o'clock yesterday morning all the passengers had been landed entire in the boats or by means of the "breeches buoy." The Captain and a part of the crew remained on the stranded vessel.

A NARROW ESCAPE.

With the coming of daylight the mist which had enveloped the steamer cleared away and another large steamship was observed passing close at hand. Rockets were at once set off from the Dakota, warning her off the coast and thus probably averting another disaster. The total number of passengers on the Dakota was about 250 steerage and the crew.

WHO IS RESPONSIBLE?

Nothing can be learned by the HERALD's special correspondent, who sends this from Bangor, regarding the cause of the disaster. The night was very dark, but the sea was not what would be called high. As a searching investigation will be instituted the responsible persons on the ship have maintained a rigid silence.

THE LAST OF THE DAKOTA.

At noon yesterday, after the vessel had been gradually swinging around stern out to sea, she suddenly parted amidships, great seams opening in her sides. The stern was almost immediately lost from sight beneath the water. The captars and the men who had remained with him saved themselves by springing into the foremast rigging until a boat could be sent to them. Their escape was narrow at best, and had the sea been even as high as it was during the early morning it would have been almost impossible to have taken them off. The tide had receded and left a smail strip of beach on which a boat was launched with some difficulty. The bow is now sticking high and dry over the projecting ledge of rocks, displaying her bottom, which is seen to be stove in. A Liverpool telegram from Lloyd's states that large quantities of baggage saved has been forwarded to that point with the passengers by a special train.

INSURANCE ON THE DAKOTA.

The steamship Dakota and her cargo are heavily Insured in Liverpool and London. The saip is valued at £00,000. It is the most serious marine disaster from a monetary point of view that has occurred for the past two years.

AT THE COMPANY'S OFFICES. When the news was received yesterday morning that s steamer had gone ashore, there was a large num-

Guion, in this city, as to the fate of the passengers. Happily, a desjutch followed shortly after the receipt of the first stading that all the passengers, crew and baggage were saved, but that probably the cargo would be a total loss. This silayed all excitement, and very little attention was given to the disaster after this

DESCRIPTION OF THE DAVOTA

The following is a description of the wrecked teamer:—Length over all, 425 feet; gatreme breadth of beam, 43 feet 4 inches; extreme depth of hold, 41 feet. She is brig rigged, with single topsell yards. Her lower masts and topmasts are one, having no tops. Her lower yards are rigged so that they can be dropped in a heavy head sale. There are no gaffs, her trysalls and gafftopsaits being combined—running up to the topmast head, being a powerful sail to steady the ship. She has four decks, all of iron, and there is no od about her, save for doors and berths. She was -Tyne, England, in 1874, by Palmer's Shipbuilding and Iron Company. Her engines are one inverted high pressure and two horizontal low pres-sure, with surface condensers. The diameter of the high pressure cylinder is sixty inches, the low pressure is 113 inches, length of stroke forty-two inches. The horse power is 905 nominal, but will work up to 3,000 effective. She has thirty-six furnaces, six subular boilers of powerful construction. The shaft is 23 inches in diameter. Her gross tonnage is 4,331 tons, her register tonnage 2,482 tons. She had eight litekept provisioned at sea. Her cabin was remarkabl handsome, being luxuriantly fitted up. The berths were all fitted with spring bottoms, which was a novelty in the transatiantic passenger trade. Her steerage was nearly nine feet in the clear, while the arrangements of lavatories, &c., left but little to be desired. She could carry 80 saloon, 108 second and 1,200 steerage passengers. The cabin galleys were arranged so that no smell of cooking reached the saloon. ladies' boudoir, with settees upholstered in red veivet and numerous mirrors, was one of the elegant features in the ship. The saloon, which extended from side to side, had 104 ports and was well ventilated at all times. She was commanded by Captain James Price, Jr., formerly of the Manhattan, Wyoming and Nevada. She had made several splendid runs to this port.

OBITUARY.

WILLIAM FITCH.

William Fitch, ex-Mayor of New Haven, Conn., died at his residence in that city on the evening of the 10th inst, to the great regret of a wide circle of friends. Born of a family honored in the community he sustained his name and record. His father wa John Fitch, for many years President of the Mechan-The deceased was in his youth for a time a ward a cierk in a prominent hardware store. He was afterward ougaged in the hardware business. We next hear of him as obgaged in manufacturing carriage springs in Westville, the Fitch establishment, as it was known, being located where the grist shops were destroyed by fire. The business has been located in New Haven for many years past on East street, and the shops of W. &. E. F. Flich have long been noted as among the most enterprising and successful in the city. The force of employés of the establishment will deeply mourn the loss they have sustained. Mr. Fitch served the State in a most important capacity during the war. Large amounts of money passed through his frames as Paymaster General on the staff of Governor Buckingham, and without a sindow agon his record. It was a position of great responsibility in those days of marshalling and equipping troops and supplying other lunds for war purposes. He was commissioned on Governor Buckingham's staff early in 1822, and remained in service continuously until May 2, 1890. The year after his accession to the position the rank of the office was raised from major to colonel. He served the city as its Mayor for the year commencing June 1, 1809, and in the dispharge of this office evidenced his customary patienced attention to duty and executive expacity, and retired without a flaw upon his record. He was soshops were destroyed by fire. The business has been in the displarge of this office evidenced his customary patience, attention to duty and executive capacity, and retired without a flaw upon his record. He was solicited to allow his name to be put in nomination for Mayor subsequently, an honor he declined. He also decimed to accept a nomination for Lieutenant Governor. The deceased had for several years past been a Director in the Second National Bank, and upon the resignation of Henry White, about a year ago, was elected President of the New Havon Savings Bank, or what is more popularly known as the Old Savings Bank.

The mail from California announces that John Brooks Felton, one of the best known citizens of the land on the 2d mst. after a lingering illness. Mr. Felton was born in Saugus, Mass., in Jane, 1828. He was fitted for college in the public schools, and graduated at flavored in the class of 1847. 'He then law school course taking the degree of LL R. Soon alterward he visited Europe and passed two years in came very proficient, and in acquainting himself with the French law. Shortly after his return he emigrated to California and located himself in San Francisco, forming a law partnership with A. C. Whitcomo and E. J. Pringle, under the firm name of Whitcomb, Pringle & Felton. Almost immediately he took night rank at the Bar. Or all the cases with which he was connected during his long period of practice at the Bar perhaps the Limantour grant case, involving the title to some of the most valuable property in the city, in which he represented the claimant Limanitour during a long course of hothy contested hitgation, is best known. Hardly a heavy land suit in the State has occurred in which Mr. Fetton was not engaged. He familiarized himself theoroughly with the old Spanish archives, and no lawyer was better acquainted than he with the merits of the many flercely contested land contests instituted through Spanish grants. The ices he with the merits of the many flercely contested land contests instituted through Spanish grants. The fees which he received were as large as were ever paid to any lawyer in the United States, one fee amounting to \$100,000. Mr. Feiton was a devoted friend of higher education, and to his labors is due much of the prosperity erloyed by the State University, of the Board of Regents of which he was a member for several years preceding his death. In politics he was a strong republican, and was an elector on the Grant ticket in 1868, as well as on the Hayes and Wheeler ticket last year. Twice he was a candidate for United States Senator before th caucus of his party, and for one term he served as Mayor of Oakland. He married, in the year 1862, Kate Baidwin, daughter of the late J. G. Baldwin, Justice of the supreme Court of California.

PATHER F. X. TSCHENHENS, REDEMPTORIST. Rev. Father Francis Xavier Tschenhens died at Saltimore yesterday afternoon in the seventy-sixth year of his age. The deceased was the founder of year of his age. The deceased was the founder of the Redemptorist Order in America. He was a native of Wurteinburg, Germany, and first came to America in 1832 to establish missions, the first of which he organized at Green Bay, Wis; Rochester, N. Y.; Pittsburg and Baltimore, On Sunday last the fiftieth anniversary of the alliance of Father Tachenhens with the Redemptorasts was celebrated at St. Alphonse's German Catholic Church, Baltimore, with impressive ceremonies. Bishop Gross, of Savannan, assisted by a number of the ciercy from various parts of the country, celebrated a ponthical high mass, and Rev. Joseph Wirt, rector of the Church of the Holy Redeemer, New York city, delivered a discourse on the lite and labors of Father Techenhens, then confined to his bed. Tilbiarge church built by the deceased was filled to overflowing and decorated with flowers.

EZRA READ, M. D.

Dr. Ezra Read, the leading physician of Terre Haute. Ind., died yesterday morning at the age of sixty-six years. He served in the United States Navy, was chief surgeon in the Army of the Republic of Texas under General Sam Houston and was attending surgeon at the duel between General Albert Sydney Johnston and General F. Houston in 1837. He also served three years in the federal army in the late war, and has held several city trusts.

Francis Escon, President of the China Mutual Insurance Company, died at Barnstable, Mass. yester-day, aged seventy-three years.

BADLY BURNED.

Catharine O'Brien, aged forty years, of No. 322 East Twenty-eighth street, was taken to Bellevue her house. Some days ago Mrs. O'Brien, who was suffering from rheumatism, was told to bathe her swoolen finds in turpentine. While thus engaged in front of a stove the turpentine ignited and set fire to her clothing. Before the flames could be extinguished she was terribly burned about the body. She was not properly attended to, and the burnes soon became di-cerated. Her suffering has been intense.

A HOME FOR OUR VETERANS.

The Memorial Committee of the Grand Army of the Republic continues as praiseworthy efforts to crect, in Bath, Steaben county, a nome for the destitute soldiers and sailors of our inte war. The citizens of Bath have contributed the price of 240 acres of land near that town to the value of \$20,500, and about \$2,000 auditional to this handaome sum. The committee now appeals to a sympathismic public for aid to complete the work. Sammel 6. Adams, whose office is No. 169 Broadway, is chairman of the financial committee.

WASHINGTON.

FROM OUR REGULAR CORRESPONDENT.

WASHINGTON, May 10, 1877. THE ALLEGED CONFESSION OF PINNEY, THE CALIFORNIA DEFAULTER-PINESSING OF THE CENTRAL PACIFC BAILBOAD RING.

The lengthy story purporting to be the California daulter Pinney's confession, recently published imultaneously in New York, San Francisco and other Ring, who were anxious to retailate upon Carr, the alleged confederate of the defaulter. Carr was formerly an agent of the railroad in its lobbying sche until he was turned out of office for some objections conduct, and was replaced by "Duke" Gwin. It is supposed that the Ring induced Pinney to reveal some of the doings of the persons with whom he was con-cerned in his operations, and that upon this framework they built the article which so savagely assails Carr, Senator Sargent, Congressman Page and Sec-

The explanation is not intended to defend these gentlemen, but the accusation ought to have come from persons with cleaner hands than the Central Pacific allroad Ring. The article was prepared in San Francisco and was duplicated and a copy given to the pa-pers there to be withheld until word was sent that it was also to be published in the East, whereupon it was to be fulminated on the same morning at the heads of Carr & Co. through the several newspapers in New York, San Francisco, Boston and Chicago which should be induced to publish it. The article was shown and the question asked "how much it would cost" to get it published in the New York papers. It bears Pinney. As a contession it "slope over" and maker Pinney not only a knave, but a simpleton and a fool of the most ridiculous kind. No wonder the San Francisco papers say that Pinney protests the publication

GENERAL WASHINGTON DESPATCHES.

WASHINGTON, May 10, 1877. THE SALE OF POSTAGE STAMPS-HOW COUNTRY POSTMASTERS MANAGE TO INCREASE THEIR

the fourth class commissions on their sales of postage stamps, envelopes and postal cards in liqu of other compensation complaints to the department have been constant and numerous of postmasters making sales outside the pruper demands upon their respec-tive offices. Every effort has been made to suppress this illegitmate traffic, and the department has been fully proven to have been engaged in it; and a large number of small offices have been closed because to accept the position. The following is an extract from a report by one of the special agents of the department recently sent West to investigate this class of frauds. It shows the mode in which some of

the swindlers conduct their business:—

It seems that one Swisher and two others, whose names I was unable to get, followed the occupation of pediers, and soid such articles as are usually kept in country stores. The peddler arriving in a town goes to the Post Office, which is generally kept in connection with a store, and buys some stamps, cavelopes and postal cards, perhaps \$40 or \$50 worth, paying, or pretending to pay, cash. He immediately sells some goods to the postmaster, receiving money for the goods at least to the amount path for the stamps, &c., but a tow minutes before. The proceeds of a pedier's trip are generally a large quantity of stamps, envelopes and postal cards, and must be turned into money. The department is no doubt informed of the various dedges in this kind of swindling, which is demoralizing to the service, and if continued robs the department of militous of dollars. Patent medicine men understand it, and many of them buy all their stamps of country postimasters to induce them to sell their medicine. It would be impossible even for a large agent to stop it. Those who purchase stamps in that manner nearly always refuse to give information. I find that the swindle is well understood among country pediers. A sure and speedy remedy is needed.

The highest commission paid is sixty per cent on the first \$100, and so down to forty per cent, averaging about fifty per cent. This large commission is a grea inducement to postmasters of small offices to increase their incomes through these and other disreputable

BOARD OF VISITORS TO THE NAVAL ACADEMY. The President has appointed the following named gentlemen as the Board of Visitors to the Naval Academy to attend the annual examination in June:dore R. H. Wyman, Captain S. R. Franklyn and Pay Director George F. Cutler, United States Navy; Brigadier General Wellam H. Emery, United States Army; General R. P. Buckland, Ohio; Hon. Caleb A. Curtis, Massachusetts: Protessor W. G. Hammond Iowa; Bishop William J. Kip, California; Protessor S. F. Quimby, New York; Hon. L. C. Houk, Tennes-

REDUCTION OF THE ARMY.

INSTRUCTIONS FURNISHED BY THE ORDER OF GENERAL SHERMAN. WASHINGTON, May 10, 1877.

An order by General Sherman announces the follow ing instructions to be followed in reducing the army to 25,000 men, as directed by the Secretary of War

All recruiting to be stopped immediately, except that non-commissioned officers may be re-emisted in their own companies, provided they re-emist at the time of the expiration of their emissioner and at the posts where their companies are. When a company is below the standard herein prescribed the company commander may re-emist any good so-dier of his company whose term expires, provided it is done at the date of discharge from previous emistance, on the expiration of its term and at the station of the company.

pany.

The STANDARD PIXED.

To bring the army down to the standard of 25,000 men is accordance with the terms of the set of August 15, 1876 the following is the standard fixed for all organizations on accordance with the terms of the set of August 15, 1876, the boliowing is the standard fixed to all organizations except cavalry:

Enlisted men of engineers, 200; enlisted men of ordnance, 350; ordnance sergeants at posts, 114; commissary sergeants at posts, 144; commissary sergeants at posts, 146; hospital stewards, 201; West Point detachments, 230; recruiting parties, 300; Indian secouts, 690; guard at military prison, 74; 35 enlisted men per battery for five light batteries of artillery, 35; 48 enlisted men per battery for five batteries of the artillery school, 240; 28 enlisted men per cattery for five batteries of artillery and 5 enlisted men per company for 250 companies of infantry and 5 for the new commissioned staff at each of the five regimental headquarters of artillery, 1,125; 37 enlisted men per company for 250 companies of infantry and 5 for the new commissioned staff at each of the terms, 400 cm per company for 250 companies of infantry and 5 for the new commonation for discharges in time to have then take effect by or before June 15, 1877, in such number as will by that uate reductive companies to the standard herein taxed. The recommendations will embrace the following classes:

First—Soldiers whose term of enlistment will expire within four monts from July 1, 1877, unless they agree to re enlist in their companies at the date of expiration of service. All such men are to be absolutely discharged, so as to get pay on final statements.

Second—Soldiers known to be minors and to have been improperly enlisted.

on final statements.

Narod-Sondiers known to be minors and to have been improperly enlisted.

Phira-Sondiers as would forfelt retained pay under General Unders 51, of 1872, providing for the forfesture of retained now, enless such soldier shall have served non early and faithfully to the date of discharge, which, in the optnion of their company commander, may be granted without detriment to the service.

Department commanders will give orders for discharge upon these recommendations. This authority, however, is limited to the present occasion. The superintendents of mounted and general recruiting service will give orders for the discontinuance, on the list of June, 1877, of all render-vous for which rent is paid. The recruiting parties will be ordered to the general recruiting depote with their arms and equipments. The uniforms, clothing, flags, Ac, will be carefully packed and shipped to the nearest depot of the Quartermaster's Department, via::-Philadelphia, Jeffersonville, Ind., or San Francisco. Unless arrangements can be made to salely store the innuit of and other recruiting property, payment to be made when the next appropriation may become available, all such property will be sold. Such of the officers on recruiting service as are needed or can be quartered at the depot will be ordered there. The others will be put on waiting orders until the recruiting service can be resumed.

By command of General Sterman.

E. D. TOWNSEND, Adjutant General.

The total force of all organizations in the army ex-cept cavalry as fixed by the above standard is 14,057 men, and the cavalry force numbers 10,949, making a total of 25,000. The companies of cavalry will still be compassed of 160 colusted men each, as the act of August 5, 1876, empowering the President to enlist 2,500 men, to increase cavairy companies to 160 men each during Indian hostilities also provided that in discharging men upon the cessation of Indian nostilities to reduce the army to 25 900 men, authorized by the act of July 24, 1876, the cavairy regiments should not be disturbed, the number of men to be discharged to be taken from other branches of the army.

PAY OF NAVAL OFFICERS.

THE DEFICIENCY OWING TO WANT OF AN AP-PROPRIATION-INSTRUCTIONS TO PAY OFFI-CEES FROM THE SECRETARY OF THE NAVY. WASHINGTON, May 10, 1877.

The Secretary of the Navy has issued the following regiars to pay officers of that branch of the service:--"NAVY DEPARTMENT, \{
\text{Wassinstern, D. U., May U. 1877.}\}

Sir—I have carefully considered the probable emberranment to which the officers and men of the navy will be subjected to become of the effectively under the appropriation
'Pay of the Nave' and consequent insubility to make the cur-

ifully, &c., K. W. THOMPSON, Secretary of the Navy. He also issued a general circular The department having decided that it will not be propeto pay the balances remaining due to officers and mer
under "Pay of the Nay" at the close of the present face
year from the appropriation made for the next facel year
the pay officers of all stations and vessels are nereby di
rected not to carry their balances forward to their pay roll
or the third quarier of 1877, but to leave them as "remain
ing sue and unpaid" on their rolls, ending June 30, 1877
and they will be considered as turned in the
Pourth Auditor of the Treasury for final adjustment
and settlement when an appropriation shall be made there and they will be constructed for the state of the point Auditor of the Treasury for final augmentation and appropriation shall be made therefore the state of the

NAVAL INTELLIGENCE.

MOVEMENTS OF NATIONAL VESSELS. WASHINGTON, May 10, 1877. the arrival of the United States steamer Ossipee at

Key West this morning. After coaling she was to proceed to Port Royal. All are well on board.

The monitor Ajax also arrived at Port Royal this morning from Savannah River.

A despatch from Rear Admiral Trenchard, commanding the North Atlantic fleet, announces that the United States steamer Hartford was at Bridgetown, Barbados, on the 21st of April.

FOREIGN TRADE OF THE COUNTRY.

REPORT OF THE BUREAU OF STATISTICS. WASHINGTON, May 10, 1877. ing statement of the foreign trade of the coun

ports (domestic) \$459,727,981 ports (toreign) 9,897,61 ports.....\$314,911,871 Excess of exports over imports.....\$154,713,727 Excess of imports over exports \$5,262,940

AMUSEMENTS.

MASTER RIETZEL'S CONCERT. Yesterday afternoon Master Herman Rietzel mad

his appearance at Steinway Hall as a professiona He came before the public commended as "a young artist of the most distinguished talent" by Mrs. J. J. Astor, Mrs. G. T. Strong, Mrs. G. Kemp Mrs. Dr. Doreinus and Mrs. W. C. Schermerhorn. The indorsement of these ladies, although rather emphatic nevertheless deserved by Master Rietzel, who showed at this concert that he has a brilliant music future before him. He is the son of F. Rietzel, the flute player, formerly of Thomas' orchestra and now of the Philharmonic Society. He is now but fourte years old, and has been for the last three years studying ance of Mme. Pappenheim, soprano; Mr. Ad. Sohsi, baritone; Mr. S. B. Mills, pianist; Mr. Fr. Bergner, cellist; Mr. H. Brandt, violinist, and a full orsheatra under the leadership of Dr. Damrosch

The concert commenced with a fair performan Mondelssohn's overture, "Midsummer Dream." We have heard this beautiful com Dream." We have heard this beautiful composition so often played by Thomas' men in such an incomparable manner that a performance that would have been considered good sinks deeply by comparison. Following this came Master Rietzel, who played with orchestral accompaniment the romanza and rondo from Chopin's E minor concerto in a manner that as once awakened the enthusiasm of the audience. Master Rietzel has a flexible linger and his technique is admirable. He plainty shows the severe training of the master. He is graceful at the plane and plays with expression and understanding, and if he continues to improve in the luture as he has in the past will understandingly rank high as a virtuose.

Mr. Adolph Sonst divides his public appearances between his beasson and his voice. We minimisely prefer him as an instrumentalist than as a vocalist. As a bassoos player he is unrivalled, as a baricone singer there are many who surpass thin. He sang a dult and uninteresting aris from Liazt's new oratorio, "St. Elizabeth." Mr. Brandt then played Spohr's "Gesangs-Scena," after which Master Rietzel followed

Eigabeth." Mr. Brandt then played Spohr's "Gesangs-Scena," after which Manier Ricizel followed
with a builde, by Bendel, which was rather too much
for him. Then followed the larghetto from Beethoten's Second Symphony, by the orchestra; a song,
"O Santissima Virgine," by Mme, Papponeeim, which
was encored, to which she responded by singing Abi's
"Verlegenheit," then Mr. Bergher played an adagio
for violoncello, by Golterman, and the concert closed
with a fine performance of Chopin's rondo for two
pianos, opus 73, by Mr. Mills and Master Reizel. The
audience was large and highly enjoyed the porformance, and the applause was frequent and enthusiastic.

The last subscription concert of the New York Mozart Club took place last night at Steinway Hall. The attendance was very slim, owing, in part, perhaps, to the appettied state of the weather and also to unattractive nature of the programme, which was betpopular taste. There was but one vocalist, Mrs. Jo. hanna Lehmann, who acquitted herself very well and secured the largest share of applause, Her singing of "In questa tomba" left much to be desired, but the audience welcomed to be desired, but the audience welcomed it as a relief from the purely classical music of the instrumentants. The opening quartet, in B flat, by Saint-Saens, was, perhaps, the most interesting morceau of the evening. The subject of this composition is well defined. It is fall of delightful cautabile pasages and the arpeggic harmony for the planoforte is kept subordinate to the other instruments. There is a good deal of originality in the final cadence, and a pleasing effect is produced by the echoing from one austrument to another of fragments of the theme. It was admirably executed by Messrs, Boscowitz, Arnoud, Gramm and Reineccius. A very charming duet for two planos, by the same composer, was executed with excellent effect by Messrs, Boscowitz and Dulcken. The evening's programme concluded with Schumann's Quintet in E flat.

MUSICAL AND DEAMATIC NOTES. Mrs. Priscilla Cooper Goodwin, a lady who has won high reputation in the South as a successful reader will give a dramatic entertainment in Chickering Hall

Miss Arabella Root will give another of her charming concerts on Monday evening at Chickering Hall, the proceeds to be devoted to the benefit of the poor orphans of New York. During the season pleasure has been given to the public and much assistance furnished to the poor by these entertainments. Ole Bull was greeted by a very large audience last

night at the Brooklyn Academy of Music, several hundred people finding seats on the stage. The great violinist was received with enthusiasm. Miss Emma Thursby was also the recipient of many tokens of lavor. Ole Bull positively gives his last concert to-night at Booth's Theatre, assisted by several popular

THE RUSSIAN FLEET.

Admiral Boutakoff, accompanied by Flag Com mander Alexieff and Flag Lieutenaut Prince Sichirbatoff, commenced the inspection of the corvette Bogatyr yesterday. The Admiral left the flagship Svetlan shortly before nine o'clock and was received on board the corvette by Captain Shafroff and the officers with the usual ceremonics. The inspection was the same as on board the Svetlans. The Admiral returned to the flagship with the flag officers for breakinst and once more boarded the Bogatyr to continue the inspection in the afternoon, returning to the Svetlans at half-past four. The inspection of the Bogatyr will be continued to morrow. nati-past four. The inspection of the Bogatyr will be continued to morrow. Captain His imperial Highness the Grand Duke Alexis left the flagship for the shore after midday and spent the afternoon and evening in the city. His Im-perial Highness the Grand Duke Constantine was also ashore during the day and returned to the Svetlank at

THE SURROGATE'S CONTEST.

The contest over the Surrogateship of Kings county, which has occupied the attention of the Supreme Court, before Judge Gilbert and a jury, for the past two weeks, was resumed yesterday. The case will be given to the jury to-day.

THE CITY OF BRUSSELS.

No Tidings Yet of the Overdue Steamer.

INCREASED INSURANCE RATES

The Probabilities of Her Safety.

LIST OF PASSENGERS.

Anxiety as to the missing steamer City of Brussels

low twenty days out from this port, was considerably increased yesterday. This was mainly occasioned by cable despatch received from London (England) that rates for remaurance on the vessel were fifteen guineas per centum premium. At the HERALD office, and also at the offices of the Inman line, many friends of the passengers called to in-quire if anything had been heard or seen of the Brussels. Mr. Dale, the agent of the line is still confident that no other accident has befallen her than that of damaged machinery, and that she will be heard from at the latest in a few days. Dale is fortified in this opinion, he says, by what happened to this vessel in 1870, when the winds were nore favorable to her than they are now. He does not attach much importance to the fact that she has not been sighted, because she would be driven when sailing out of the course steamers and the sailing vessels that may have sighted her have not yet had time to reach any port. Against this encouraging view, which is entertained by nearly all experts in navigation, may be set the expression tears as to her having encountered ice and that she has been unable to extricate herself. It is also stated on reliable authority that her machinery was under re pair for two or three days during her stay in this ersons who watched her departure that she was ver cumstances are greatly exaggerated by the lears of those who have relatives and friends on board, and therefore must be received with considerable allow-

DESCRIPTION OF THE VESSEL The steamer City of Brussels was launched from the shipbuilding yard of Messrs, Tod & McGregor at Patick, Glasgow, August 11, 1869. Her first trip was made in October of the same year. She sailed from Queenstown on Friday, October 15, and arrived at this port on October 23-a passage of eight days and thirteen nours. Her dimensions are :- Length, 406 feet; beam, 40 feet; depth. 28 feet 6 inches; burden, 3,000 tors. She had four decks, divided by watertight bulkheads having sliding water-tight doors, worked from the upper or spar dock. The forecastle, round house and poop decks are in a line fore and aft the ship's length and are constructed of iron framing and sub stantial woodwork. The steam and ship's galleys baker's shop and butcher's shambles are consider freproof. The spar deck is covered with heavy steel piates across its whole breadth. Under the poop deck s fitted a steam gearing apparatus.

The City of Brussels had accommodations for 200 first class passengers and 600 second and third class passengers. The engines, which were constructed on the horizontal trunk plan, were of 600 nominal horse power. There were six boilers and twenty-eight fur naces ranged fore and alt on each side of the ship and fired athwart-ships. Provision was made for the ex tinguishing of fire by the fitting up of a centrifuga pump, capable of hiting over 2,000 gallons of water per minute. There was also in engine room one large pumping engine to which steam could be applied from the main boilers as well as from the donkey boiler on the spar deck There were steam winches on the round house deck fitted with all the recent improvements and connec with pumps having access to the lower cargo holds Ample provision had thus been made for such contin gencies as would endanger the safety of the vessel in the event of a fire, or the sudden inflow of water from collision, leakage or any other cause. The cargo holds were well supplied with pumps and steam fire extin-

On her return to Europe last June the vessel wa laid up for repairs. She was thoroughly overhauled and refitted. New engines of the compound type and new boilers were erected. Many new staterooms also put up. Several of the latter were very large some of them containing wardrobes. Every room was turnished with heat, water and electric beits communicating with the steward's quarters. The City of Brussels next appeared in New York in the early part time after these extensive alterations on March 17. The trip on which the pilgrims went out was the CARIN PARSENGERS.

The following is a list of the cabin passengers who eft on her on the 21st ult :-Austin, Miss. Montreal. Austin, Miss Alice, Montreal. Anderson, Mr. and Mrs. Theodore. Beten P. F. O. Brooklyn. Bannon, Rev. J. T., Detroit. Brennan, Mr. and Mrs. W., Montreal. Barry, Rev. Thomas F., New Brunswick Brattle, David, Ontario. Carolin, Miss Jane, New York. Cromblehome, Rev. M., Montreal Cloran, Mrs. Joseph, Montreal. Cooper, Mrs. H. P. and maid. Cooper, Muses (two). Cooper, Martin Bertie. Carroll, M., Mr. Dowd. Rev. P., Montreal. Dodin, M., Mr. Dowling, Rev. T. J. Egan, Rev. John, Montreal Gait, Mr. Ginea, Mr. G. Hanber, Rev. Joseph, Brocklyn. Longbottom, J. E. Longbottom, Mrs. Lewis. Longbottom, Miss Rachel Mellor, Robert, New York. Mahon, Mus A., Lynn, Mass. Mangan, Thomas, Putston, Pa, Meager, Rev. M., Philadelphia. McKenns, Mr. and Mrs. T. B., Montreal. Mullarkey, Mr. M. C., and two daughters, Montreal Morris, Mrs. E., Brooklyn. McGovran, Hon. J. W.

Mollon, Mr. J. E. Meredith, Mr. Albert. Meredith, Miss Isabel. Newton, John, Major General, New York. O'Gorman, Mr. O'Gorman, Rov. James. Porteus, Mr. James. Rico, Mist Mary L., New York. Rabault, Mr. and Mrs. C. P., Detroit. Reese, Mrs. D., Montreal. Sheridan, Mr. and Mrs. J., Montreal. Sheridan, Miss, Montreal, Smith, Mr. Frank, two sons and three daughters

Sheehy, Roy, Father. Stern, Mr. C. Toutle, Rev. Thomas, Brooklyn. Tansey, Mr. Bernard, Montreal Walsh, William, ex-County Clerk, New York. Waish, James J., New York. Wetmore, Mrs. and two children. Zoeppritz, M. H. STEERAGE PAREPORES.

Anderson, N. Lacey, Emma. Lavezzo, Dominico. Bacon, George. Blint, Patrick. Lillie, David. Bagnell, Kate.

Backley, Mrs. Buckley, Henry. Byrne, P. J. Brown, John. Baskock, George Bangs, Frederick. Carly, Mary.

Lee, Fanny S Murphy, S. A., and infant. McMarrow, Bridget. Morgan, Mary. Mullan, John. Moran, Thomas. Murphy, Bridget. Murphy, Edward. Murphy, Margaret, Murphy, Patrick

McLellan, Eliza Mortnersen, O., and fou McCaffrey, Patrick. McCaffrey, Rose. Multigan, Mary. Carvill, Jane, and two McLaughlin, William children. Cunningham, Ellen. Neil, Mary. Nash, John. O'Brien, Bridget. Rowistone, W. H. Rusa, Maria. Rasmussen, Julia. Flanagan, James, wite and Ross, Alexander. Reddington, Mary Rimmer, Auna Riley, Philip. Rowan, Thomas, and wite and intent Reynolds, Ann. Ryan, Jutta. Gorst, John, wite and two Scheilinger, Otto. Schraype, Thomas. Hanegan, Anthony, and Shipley, Thomas.

Crowe, E.

Crowe, Catharine

Casey, John. Charton, Anna.

Carvill, Patrick.

Evard, Mary.

Ellis, M. C.

Fay, John.

Ford, Samuel.

Fogarty, John.

Griffin, George. Gaughran, James.

Gaurager, Arthur.

Johnson, Frederick.

Chief Engineer-Sharrock.

Gillagan, John,

children.

Johnson, Ann.

Tippit, Joseph. Travers, Charles. Johnson, Eliza Wren, John. Jensen, William. Killeen, Peter. Waish, John. Lawler, Anna. Ward, Mary. Captain-Fredrick Watkins. Purser-Henry Main. Surgeon-J. G. Waters. Chief Steward-George Dent. Stewardens-Mrs. Mortimer, First Officer-MacDowell. Second Officer-Traiton. Fourth Officer-Cummines.

Smith, James.

Shenaban, James.

The following is a list of the cargo:-130 tons carcass fresh beef in refrigerator, 24,943 hushels wheat, 8,362 bushels peas, 962 boxes bacon, 104 tierces lard, 525 tierces beef, 381 hogsheads tallow, 200 barrels tallow, 266 packages butter, 191 bales cotton, 112 bales hair, 300 tubs butter, 704 barrels apples, 20 tierces pro-

The captain was formerly chief officer of .ne City of

visions, 67 pieces spelter, 700 boxes canned goods INCOPASED BATES FOR REINSTRANCE [BY CABLE TO THE REBALD.]

London, May 10, 1877.

The Daily Telegraph announces that reinsurances are eing effected on the overdue laman line steamer City of Brussels for lifteen guineas per cent premium. The Times says the rate of insurance on the steamship City of Brussels has now reached forty guineas per cent premium.

> WHAT MESSES. INMAN SAY. IBY CABLE TO THE HEBALD. 1

LIVERPOOL, May 10, 1877. The Mesars, Inman believe that the steamer City of Benesels has broken her shaft. They say with the prevarling winds it would not be surprising if she does not arrive in a week or ten days yet. The same winds would account for her not being spoken, as they would drive her out of the course of steame

The following particulars in reference to the three principal European steamers that undoubtedly have een lost at sea without anything having been heard

UNHEARD OF STEAMERS.

from or of them will be read with considerable interest by those who are estimating the probabilities of the fate of the City of Brussels. It will be manifest from these parratives that the twentieth day is far too early a period to lose faith in the ultimate safety of th

THE PRESIDENT.

The steamphip President, of New York, left this port on the 9th of March, 1841, with passengers and carge, and was never heard of. Captain Roberts was the first man to cross the Atlantic in a steamship, and was the arst to fail a victim to this noble enterprise. THE PACIFIC.

The steamship Pacific, of the Collins line, which lett Liverpool on her return to New York on January 10, 1856, had forty-five passengers on board. The officers and crew numbered 141. Her cargo consisted of 600 or 700 tons of merchandise, and was valued at about \$2,000,000. The Atlantic had some short time pefore been missing for forty-nine days on a voyage rom England, and then arrived in port at New York, This encouraged the belief that the Pacific might only oo disabled. The English government sent out tw steamers to search of her, but she was never heard of

THE CITY OF BOSTON.

The City of Boston, of the Inman line, left this Halifax on the 28th for Queentown and Liverpool. In addition to her full crow she carried 112 cubin and steerage passengers. On the 24th of February the underwriters in London charged fifty per cont premium on the missing steamer. The anxiety, not only of the relatives and friends of the passengers, but of the general public was very great, and went so far in some in stances as the consultation of clairvoyants, who all announced her ultimate safety. It was not until the 4th of June that the Company unwillingly admitted that her entire loss could not be gainsaid. Mr. William Inman, of the luman line of steamers, in a communication, about this date, to the Secretary of the Marine Department of the Board of Trade in London, says as to the cause of the loss:-"The steamer Etna, with the outward mails for Halitax, arrived at that port on the 25th of January and reported clear weather and no ice visible on the northern track. I think that Captain Holoross, upon this report, took the northern track, By all accounts the ice broke up suddenly this year, and I can only come to the conclusion that the vesse foundered in consequence of getting among it. My company's steamer City of Antwerp, which left New York the day after the City of Boston left Hallfax, was aware of the ice to the northward, although it was not

THE WADESVILLE HORROR.

FUNERAL HONORS TO THE VICTIMS-THE WHOLE COMMUNITY MOURNING-PROGRESS OF THE CORONER'S INVESTIGATION.

[BY TELEGRAPH TO THE HERALD.] POTTSVILLE, May 10, 1877. The terrible accident at the Wadesville shaft yesterday has in a measure cast a gloom over this region, where the victims had many friends and relatives, and as plunged the borough of St Ciair and its vicinity

into deep mourning. FUNERAL CEREMONIES. Durkin and Quirk were members of the Seventh regiment, National Guard, of Pennsylvania, and of the local Post of the Grand Army of the Republic. They

regiment, National Guard, of Pennsylvania, and of the local Post of the Grand Army of the Republic. They will receive the soldiers' burial to morrow. Moore was a prominent member of the Knights of Pythias, Odd Pellows and Druids, and will be buried by those solcities to-morrow. The other victims will be buried on Saturday. Durkin was a galiant soldier in the war for the Union.

The wounded men will all recover.

CORONE'S INQUEST REGUS.

The inquest began to-day in a public hall at St. Clair, in the presence of a large number of miners and other citizens, who take a deep interest in the proceedings. The Coroner's jury is composed of some of the most prominent citizens of St. Glar, among them being John Siney, formerly President of the M. and L. B. A. and of the M. N. B. A. A number of witnesses were examined, including miners and bosses.

SO GAS IN THE MINE WHEN INSPECTED.

They all agree that the colliery was visited regularly on Wednesday morning by the fire bosses, and that there was no gas in the breasts and gangways, which were not abandoned. Some of the miners were not satisfied with the reports of the fire bosses, and tested their working places with safety lamps. Not one of them found any gas. "The air was good and pure," the inside boss said, and he was not contradicted. He also said that "if the men had immediately blown out their inghts when they heard the tail of rock, as they have been instructed to do always, there would have been no explosion."

PATAL MISTARE OF THE MINERS.

Their neglect to blow out the lights was thus explained. Moore, when he heard the fail, cried out, and Mosely replied that it was "only a small fail near him," thus fulling his companions into a faise security.

All things considered, it seems certain that the secient cannot be leid at the deer of any man, and this

him," thus inling his companion into curity.

All things considered, it seems certain that the accident cannot be laid at the door of any man, and that it was one of the few unavoidable accidents by which coal miners lose their lives.

The inquest will be resumed this morning and the Mine Inspector will be put upon the stand. It is charged that he has been negligent, and that he has not visited this collery since last November. Quite a leeling exists against him among the working miners and his explanations are awaited with immatisance.